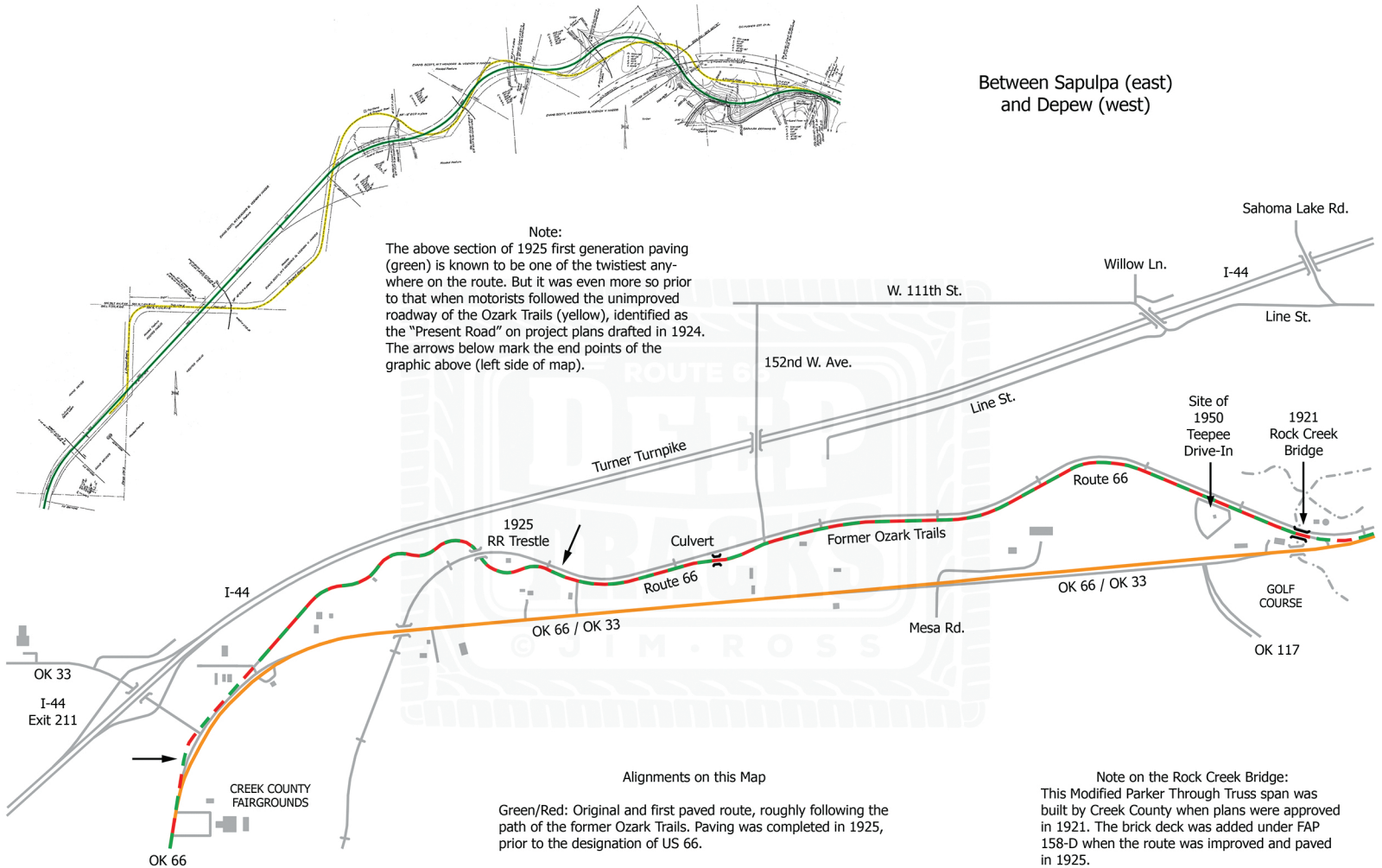


Between Sapulpa (east)
and Depew (west)



Note:
The above section of 1925 first generation paving (green) is known to be one of the twistiest anywhere on the route. But it was even more so prior to that when motorists followed the unimproved roadway of the Ozark Trails (yellow), identified as the "Present Road" on project plans drafted in 1924. The arrows below mark the end points of the graphic above (left side of map).

Alignments on this Map

Green/Red: Original and first paved route, roughly following the path of the former Ozark Trails. Paving was completed in 1925, prior to the designation of US 66.

Orange: 2-lane bypass of the original route in 1952. This alignment was expanded to 4 lanes in 1999 (post-66 era). The 1952 alignment followed the westbound lanes to the point where it begins curving to the south.

Note on the Rock Creek Bridge:
This Modified Parker Through Truss span was built by Creek County when plans were approved in 1921. The brick deck was added under FAP 158-D when the route was improved and paved in 1925.